



Industry Day II

From present to the future

**Colonel Scott McGowan
Lieutenant Colonel Sam
Smith**

Aviation Plans and Policies



BLUF – Near Term Industry Desires

- Need command and control architecture to control globally and locally
 - Must be compatible across enterprise and scalable
 - Must be expeditionary: light and rugged
- Need to deploy globally quickly
 - Lighter systems and equipment
 - Example: lighter AM2 matting, lighter GSE, more common avionics, OPEN systems architecture
 - Require more nimble contracts that are responsive to fluid environment and adaptive enemy



Vision Statement

A network-enabled and digitally-interoperable expeditionary aviation combat element postured to execute responsive, persistent, lethal and adaptive full-spectrum operations as directed by the MAGTF or Joint Force Commander.



Aviation Priorities

- ***Sustain wartime operational tempo*** while improving current readiness and combat effectiveness through the efficient use of resources.
- ***Execute planned T/M/S transition strategies*** as an essential bridge to MV-22, F-35B, AH-1Z, UH-1Y, KC-130J, CH-53K and Unmanned Aircraft Systems.
- ***Improve warfighting integration*** and develop CONOPS while acquiring systems required to meet the future threat.

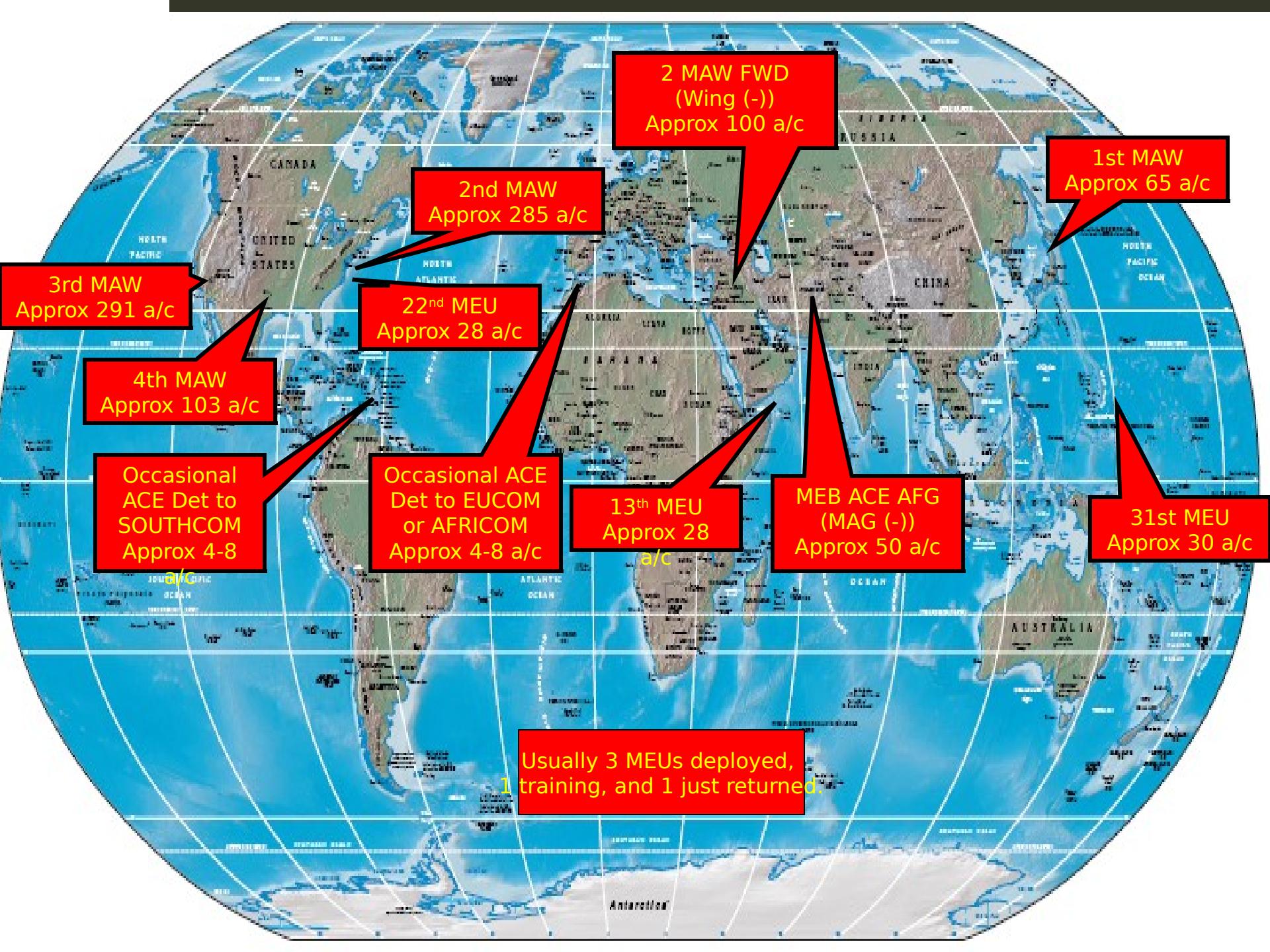


Aviation's near battle



**SUSTAIN CURRENT OPERATIONS
REMAIN ENGAGED IN THE CURRENT FIGHT
MODERNIZE THE FORCE**







Legacy Platform Modernization

- **AV-8B**
 - Dual Mode Laser Guided Bomb
 - Litening AT Block I
 - Strikelink
- **F/A-18**
 - ECP-583
 - ATARS SSR (F/A-18D)
 - Litening AT Block I
- **EA-6B**
 - ICAP III
- **KC-130 T**
 - Night Vision Lighting
 - ASE
- **CH-46E**
 - Engine Compressor Blade Coating (TiN)
 - ASE Improvements: LAIRCM, Forward Firing ALE Buckets
 - Lightweight Armor / Seats
- **AH-1W**
 - NTSU, CCU, TVDL, HDTs, Linkless Feed
- **UH-1N**
 - BRITESTAR Block II
- **CH-53E**
 - Engine Reliability (ERIP), DIRCM, CNS/ATM (Glass Cockpit)





Marine Aviation Transition

Today

KC-130 R/T/J



Tomorrow

KC-130J

CH-46E



UH-1N
AH-1W



MV-22

SHADOW
VUAV



CH-53E
CH-53D



F/A-18
AV-8B
EA-6B



UH-1Y
AH-1Z

CH-53K

F-35B JSF



Legacy MEU/HMM ACE & OEF

DISTANCES IN NAUTICAL MILES

15TH MEU - FOB RHINO
400NM

PASNI - FOB RHINO
SHAMSI - FOB RHINO
JACOBABAD - FOB RHINO

375NM
130NM
265NM

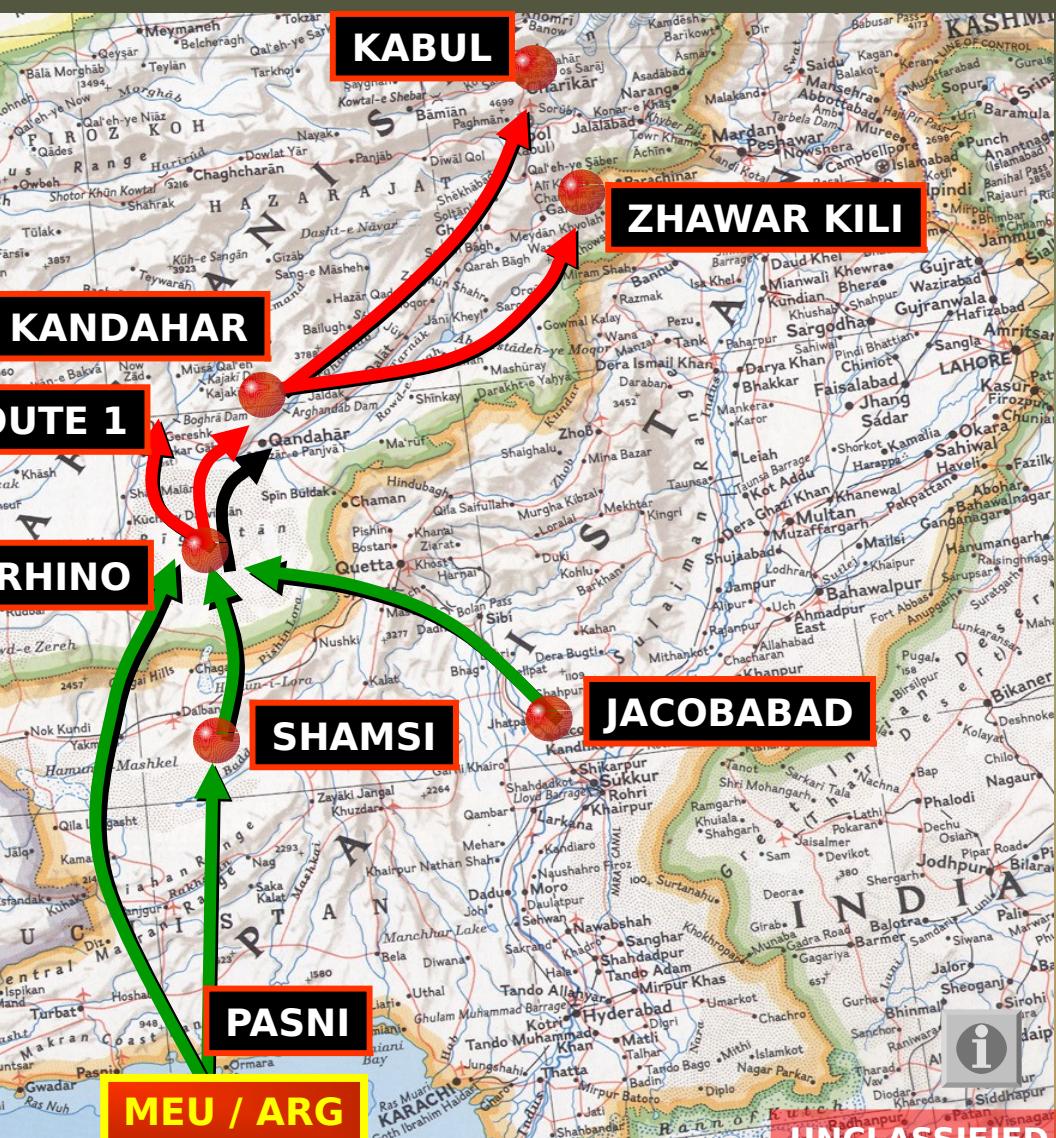
500 NM

400 NM

300 NM

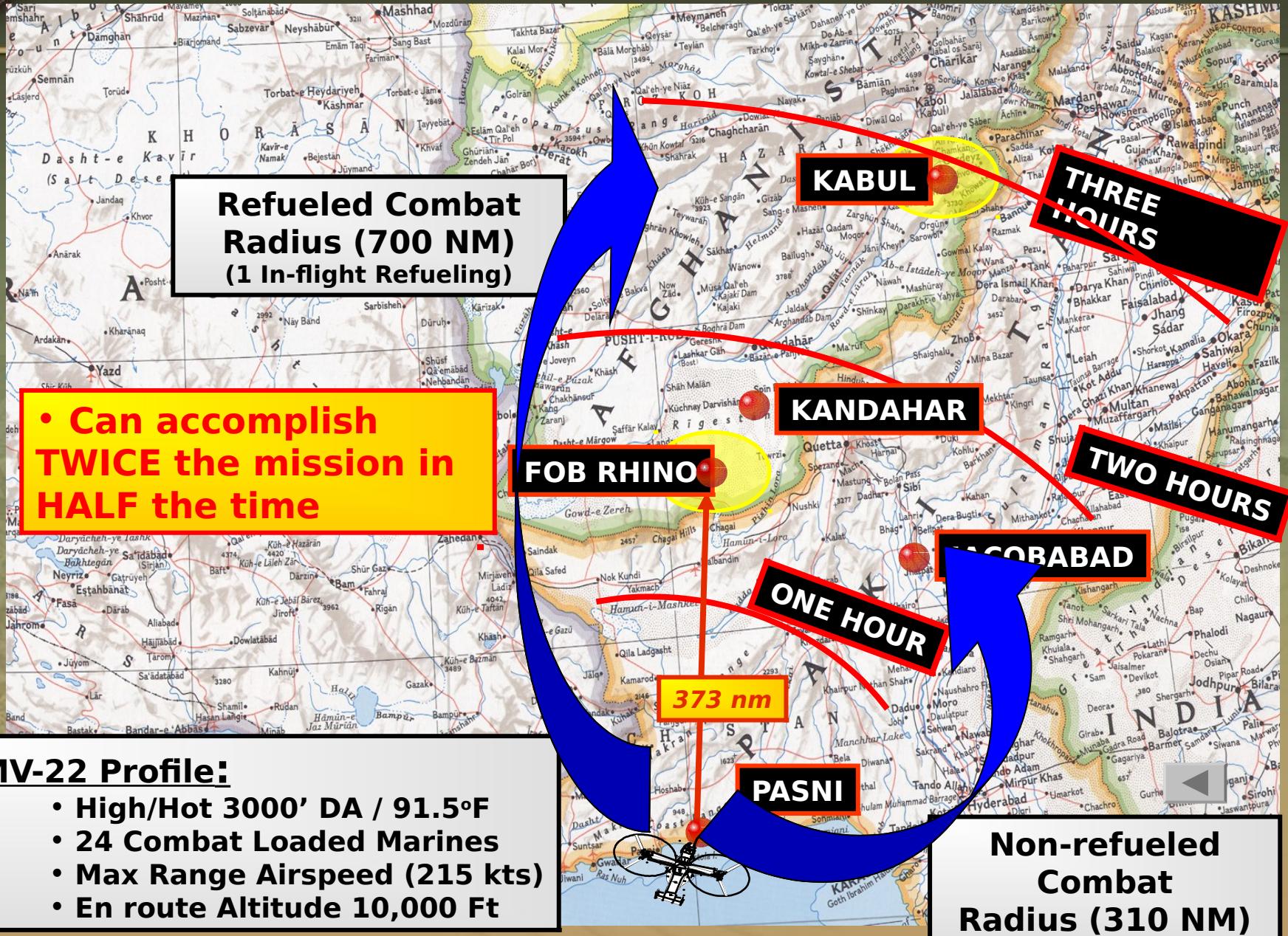
200 NM

100 NM





FUTURE MEU/VMM ACE & OEF





CH-46 to MV-22





UH-1Y & AH-1Z

- Program of Record
- UH-1Y
 - IOC: 8 Aug 08
 - Obj: 100 (123)
- AH-1Z
 - IOC: 2nd Qtr FY-11
 - Obj: 180 (226)
- Build New Strategy
- HMLA-467: 23 Oct 08
- HMLA-469: Jul 09
- Program Goal is for 3 new HMLA squadrons.

Issue: Production Capacity vs Need to Replace A/C





KC-130J

- Currently flying in Iraq (6 Aircraft) and Afghanistan (2 Aircraft)
- IOC: 2005
- Total Force:
 - 79 KC-130Js
 - (47 bought.
 - 34 delivered, 13 funded

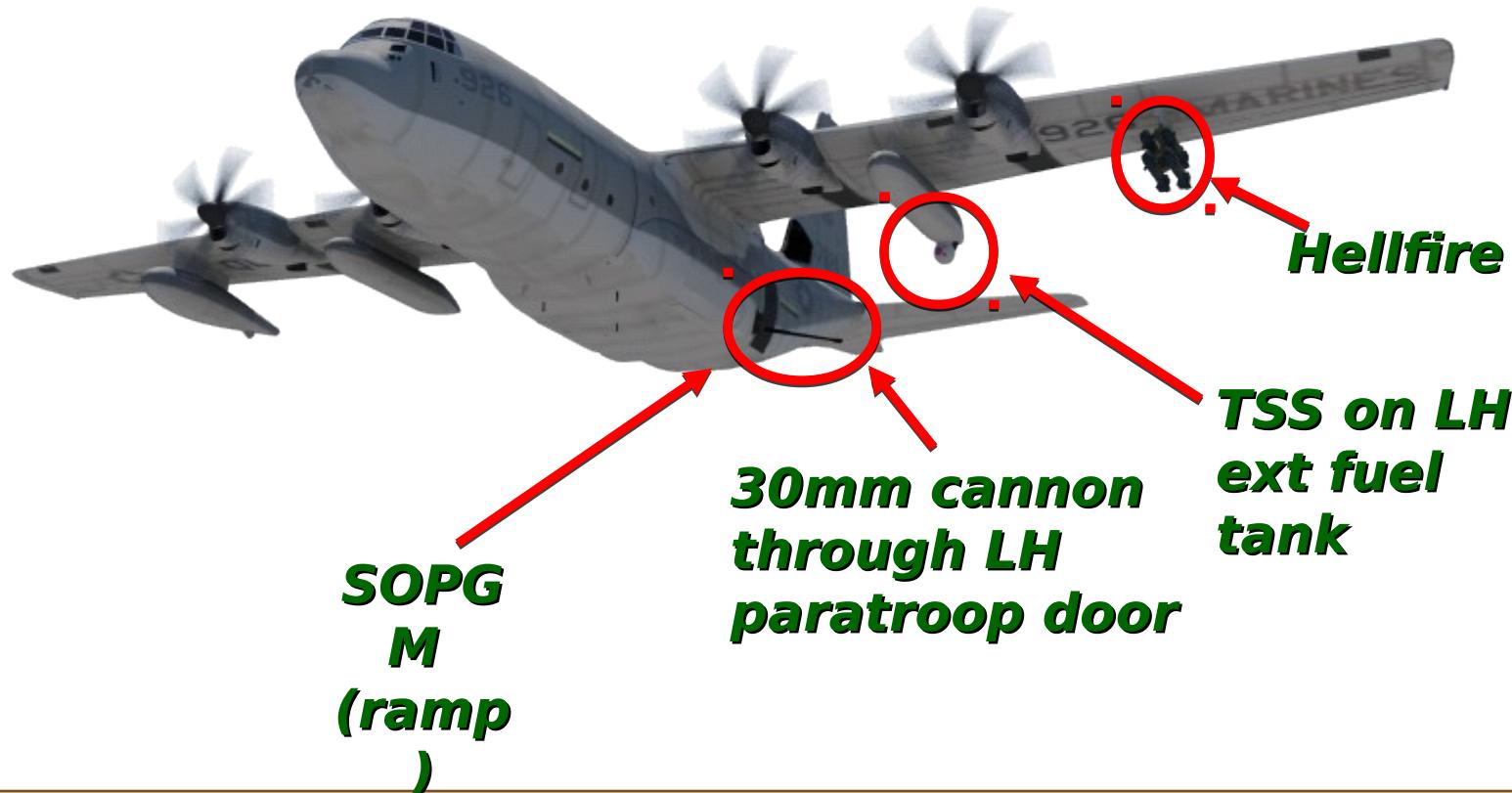


Issue:

Georgia congressmen love this plane
FY08: We asked for six...we got nine.



KC-130J Harvest Hawk



Roll-on / Roll-off & Rapidly Reconfigurable



Unmanned Aircraft Systems



RQ-11

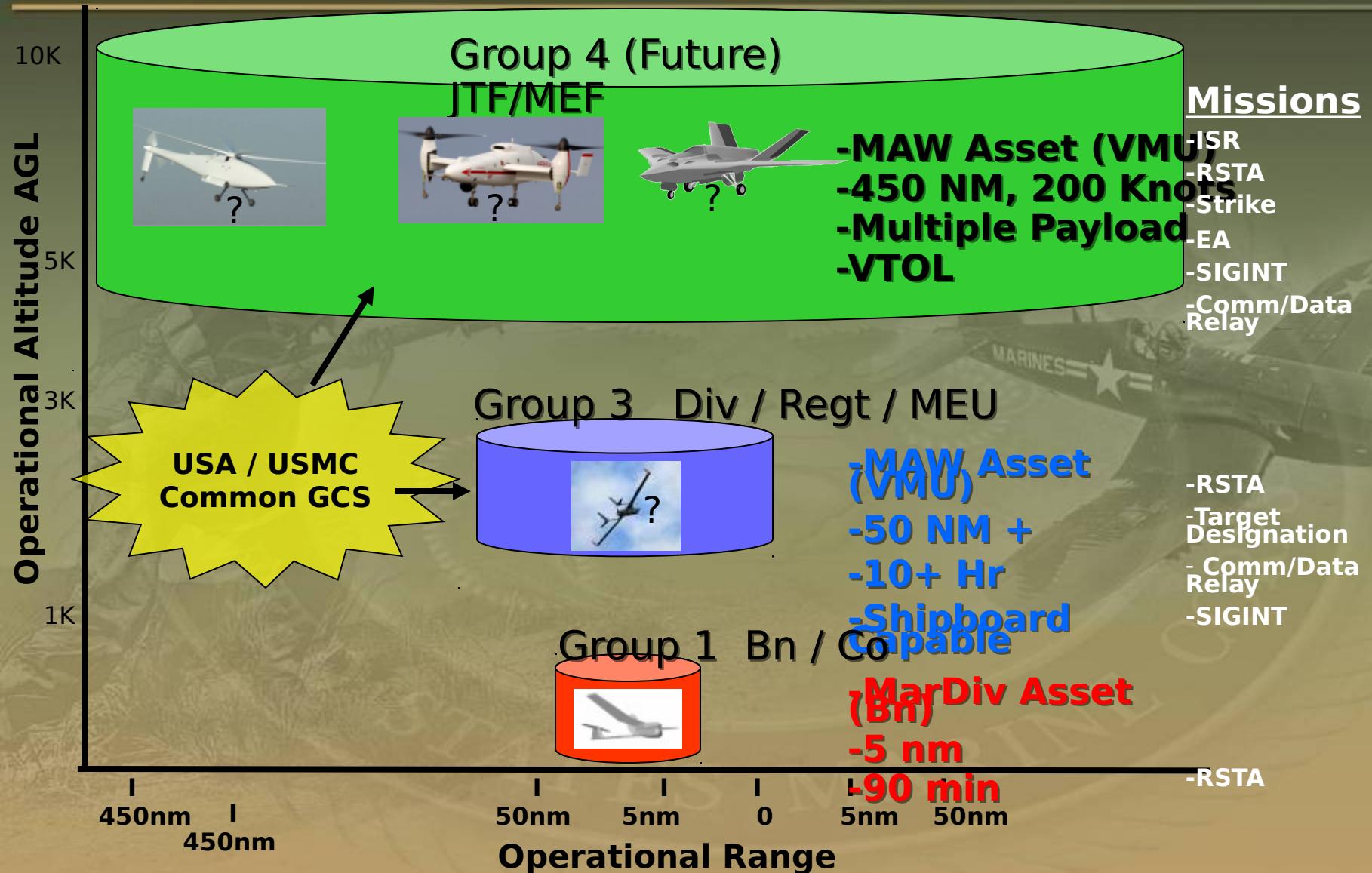


Group 3





Future USMC UAS Family of Systems





F/A-18 /AV-8B /EA-6B to F-35B





STOVL Joint Strike Fighter

- First Flight
 - June 2008
- IOC: FY-12
- Objective: 420
- Program of Record
- Eglin AFB Integrated Training Center (ITC) 2010
 - PCS 2009
 - VMFAT-501 LtCol Jim "Baja" Wellons



Defined need that has survived the POM process and is in the FYDP.

Issue: Schedule vs USN Concerns

We go first. Navy IOC FY-16ish



CH-53K

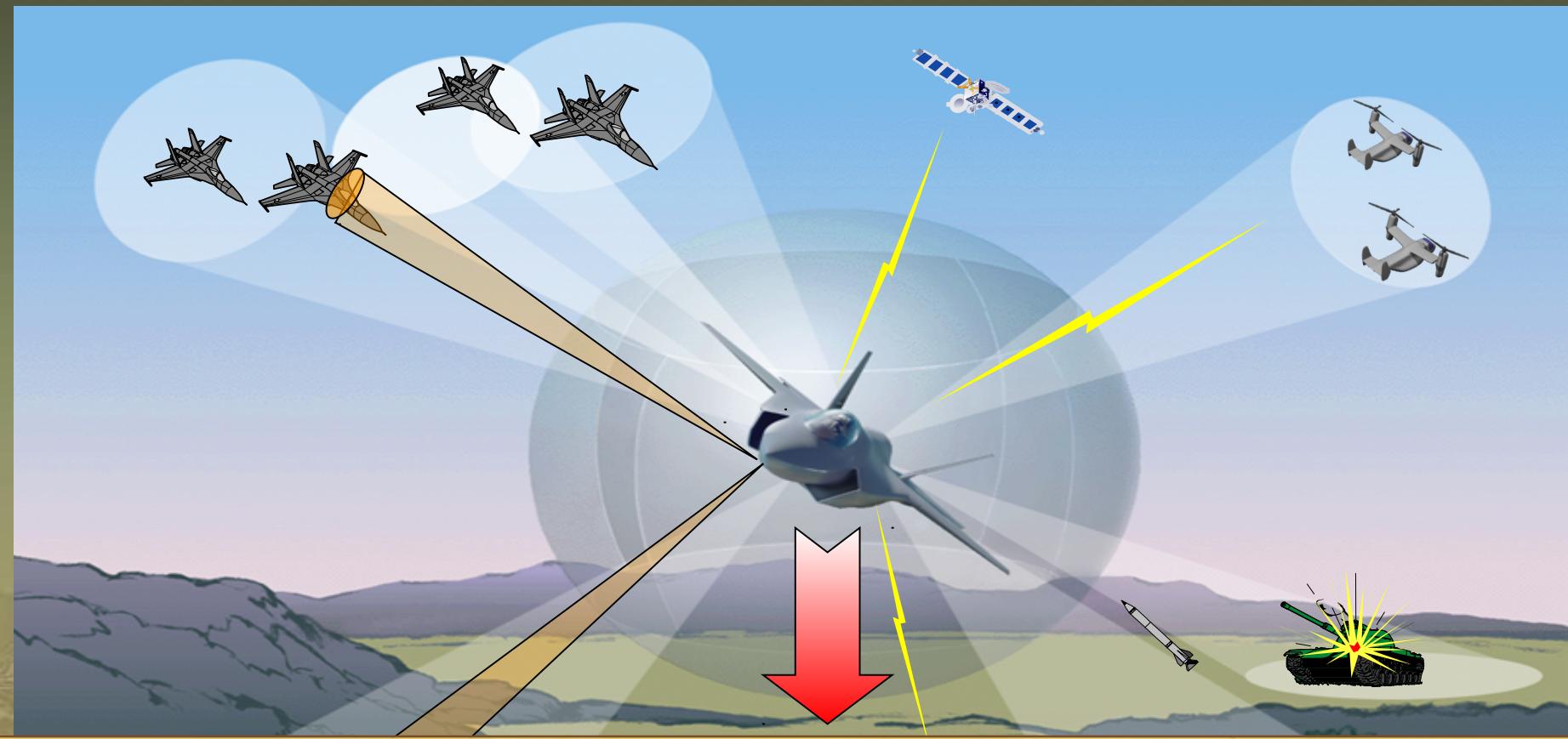
- AoA: “New build” most cost-effective (vs. SLEP)
- 53K is derivative design of CH-53E
 - New blades
 - New cockpit
 - New cargo handling
 - Drive train improvements
- Planned IOC: 2015

Issue: Sustaining CH-53E to meet CH-53K





Summary: Transformational Capability



**WHOLE PROGRAM
RESHAPES THE MAGTF /JOINT MANEUVER
SPACE IN 4 DIMENSIONS**



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